



ON THE OUTSIDE—First Page—"De-  
ferred articles."

Lions and Lionizing.

New York is a great place for "lions," whether of her own production, or of provincial or foreign growth. No other such place for exhibition—not even the Federal capital itself, as is sufficiently proved by the fact, that the political "lions" down there occasionally break out of their cages and escape post-haste to the Commercial Emporium, where they are almost invariably put up for show, either at one of the metropolitan hotels or at the City Hall. Whether the coner be an eminent orator, a successful military chieftain, a Turkish admiral, or a plumed and painted Indian sagamore, it is all one—he is elevated into lionhood the moment he enters the great city—may, often before, and a great crowd of lionizers are assembled to greet his arrival. Occasionally, a "lioness" appears, like Jenny Lind for example, and then the popular enthusiasm becomes perfectly tremendous.

They had no less than three Congressional lions in New York, last week—viz: Senator Douglas of Illinois; Senator Houston of Texas; and Mr. Spencer Orr, of S. C. and of the House of Representatives. The two former have been often named among the supposed aspirants to the Presidency—and there is no doubt that Mr. Douglas has some hopes in that direction; but it has been lately asserted that Mr. Houston has decided no longer to be regarded as among the probable candidates for that distinguished position.

Mr. Douglas, who has become a great favorite with the Anti-Lecompton Democracy of the North, by reason of his course in regard to Kansas affairs at Washington and his recent triumph at home, was very warmly received by his sympathizing friends in New York, not a few of whom occupy choice places in the municipal government. But the federal office-holders, who have just assumed Tammany Hall, stood carefully aloof—possibly fearing that any participation in such things might jeopardize their official standing. Their prudence is doubtless to be commended.

Messrs. Orr and Houston attracted far less attention than Mr. Douglas, though some effort was made in behalf of the former, who had a reception at the City Hall, which the federal gentry from the custom house, post office, etc., were not afraid to attend. Col. Orr is an extensive slaveholder, of the Senator Hamilton stamp who utterly repudiates Mr. Jefferson's old-fashioned notions of human freedom. But he is thought to be a good enough "Democrat" for the second office in the nation, for that; for the Speakership of the House is a far more important and more influential post than that of Vice-President of the United States. We do not learn however, that the present Speaker has any particular aspirations toward the White House.

R. H. EDDY, Esq., Solicitor of Patents.—We have before spoken in commendation of Mr. Eddy, the importance of his business, and the eminent success that has attended his efforts, during a long and extensive practice; and we again desire at this time, to call the attention of inventors and others, to his well conducted agency for securing Patents. Probably there is no man who is more familiar with the inventive genius of the country, or who is more thoroughly acquainted with the innumerable patents granted—their condition and value—from the formation of our government to the present day. Mr. Eddy procures Patents also in foreign countries, and executes all documents necessary to secure the rights of inventors, who may rely upon him, as being honorable, prompt, and entirely devoted to their interests. He is constantly employed on cases that have been rejected, and his success in securing patent afterwards have failed, is well known; his drawings, specifications, and other writings are prepared in the most thorough and businesslike manner, and his charges for professional services will be found very moderate indeed. The advertisement in another column gives full particulars, and we recommend all who are in any way interested in patents and inventions, to give it a careful perusal.

AMERICAN HOUSE, BOSTON.—We take pleasure in calling attention to the advertisement of this house in to-day's paper. It has such a reputation as a hotel, under the direction of its landlord, Mr. Rice, which has secured it popularity with the travelling public not surpassed by any similar house in the United States. It is spacious, conveniently arranged, well supplied in all its departments, and presents in many comforts for the enjoyment of our readers as can be found between the four walls of any dwelling for the wayfarer.

LOCAL.

THE WEATHER.—Yesterday was decidedly the coldest of the season thus far. The morning opened with the thermometer four degrees below zero, from which it did not vary more than six degrees during the day; it was at no time higher than two degrees above. The effect of this state of the atmosphere upon the water in the harbor, was to evaporate a dense vapor, which in the forenoon rose to a height of some forty feet before it was absorbed in the atmosphere, for some time shutting out from view Goat Island, and even the vessels in the harbor, while the wind was blowing a fresh breeze from the northward. People went through the streets at an accelerated pace, and the only real smiling faces we saw were those of the coal dealers. Such weather is their harvest time; for whatever else people may deprive themselves of, the luxury of a good fire is not to be dispensed with on such a day as yesterday.

Marine Items.  
The schooner Ellen Perkins, Bush, from Norfolk, and for New Haven, arrived here in Sunday night in distress. Reports anchored off Sandy Hook 7th inst., wind blowing a gale from NNW. Dragged seaward about 30 miles, when slipped cables and went to sea. Was boarded by a sea which stove galley; rigging was damaged by the gale and vessel rendered unmanageable.

In this condition was fallen in with by pilot boat Edwin Forrest of New York on the 8th, which took her in tow and brought her to this port, where she arrived about 12 o'clock Sunday night and will remain for repairs.

The schooner Samuel Nassar, previously reported ashore on Narragansett Beach, was boarded on the 8th by W. E. Whaley, E. Saunders, and William A. Williams, of South Kingstown. R. L. who took possession of her. She is full of water, has lost rudder, and her bulwarks and galley are stove. The vessel is ashore near the mouth of Narragansett River.

ICE IN THE RIVER.—Capt. Allen of the steamer Perry, informs us that in going up yesterday morning, the boat encountered a large field of ice about eight miles below Providence, extending from shore to shore and all the way up to Providence. The ice was about four inches thick.

THE "POME".—Colonel Van Zandt will make another attempt, to-night, to gratify his fellow citizens and friends with a hearing of that "Pome", which, by the way, we can venture to assert, has lost nothing by keeping, and which, without doubt, everybody is boiling over with impatience to listen to. We can promise one thing, in particular, which is that the Hall will be well warmed, which is certainly no mean feat, especially if the mercury in the thermometer should maintain its resolution to court an intimate acquaintance with zero. Remember, then, Aquidneck Hall to-night, and the great intellectual treat of the season.

PHILHARMONIC SOCIETY.—In our notice of the above Society's Concert, we omitted to notice the excellent pianist who performed with so much grace and finish. The song requires exceedingly rapid execution, and the chorus is also very difficult. And yet no one unacquainted with the music would suppose such to be the case, with such ability and ease were they performed. We trust the Society will enjoy in the future, as well as our community, farther exhibitions of talent from the same source.

We learn that Mr. Graham left town last week for Boston, he having been engaged to teach in the Perkins Institution for the Blind at South Boston.

THE FIRE DEPARTMENT of this city have received 1200 feet of new hose, from the establishment of Messrs. Burr & Shaw, Providence.

We are informed by the Chief Engineer, that he has received a letter from New York, informing him that Engine No. 2, of this city, which is undergoing thorough repairs and painting there, will be completed the latter part of next week.

We are pleased to learn that Prof. G. W. Taylor (late organist at Trinity Church and recently returned from Europe) has just been elected organist to the United Congregational Society. Mr. Taylor is a man of fine musical ability, and we are glad to be able to record this additional evidence of the appreciation in which his talents are held. We believe he receives the largest salary paid any organist in town.

CORPSE.—At 10 o'clock last night, the thermometer in this city was at 19 degrees below zero! With a snow!

COST OF DIFFERENT KINDS OF LIGHT.—Mr. John F. Lawrence, the chemist of the Pacific Mills, Lawrence, has made some careful experiments as to the relative cost of different kinds of light, and finds that ordinary kerosene oil, at \$3.40 per thousand, is the cheapest. Kerosene oil, to be equal in cost, would have to be furnished at 84 per cent. of its present price; sperm oil would have to be furnished at 76 per cent. of its present price; burning fluid at 63 per cent.; and lard oil at 56 per cent.

A portion of a comb, bearing the name of George Washington, has been found at Valley Forge, and is supposed to be one lost by him during the Revolutionary War.

Miscellaneous Items.

A SNUG LITTLE INCOME.—For more than two years Cornelius Vanderbilt has been receiving a monthly subsidy of \$40,000, or \$480,000 a year, from the Pacific Steamship Company, and the Atlantic United States Company, in consideration of his withholding the boats of the Nicaragua Company from competition with their lines to California.

This subsidy has been further increased within the present year by a sum of \$16,000 per month, or \$192,000 a year, paid to Mr. Vanderbilt as the price of his private compromise with Mr. C. K. Garrison, whom he was ostensibly prosecuting for alleged damage done by him to the Nicaragua Company. All this immense sum Mr. Vanderbilt has put in his own pocket, and now the Nicaragua Company have sued him for the monies received as their representative.

MYSTERIOUS DEATHS.—In New York last week, a man and his wife retired to bed in their usual health, a lady visitor at the house retiring at the same hour. In the morning the latter arose and found the man and his wife dead in their bed. There were no marks of violence on their persons, though both had freely vomited blood.

The beautiful and accomplished daughter of a professed Abolitionist in Pontiac, Michigan, 18 years of age, recently eloped with her father's hired man, a sable Ethiopian, and was married. Her brother found her and endeavored to persuade her to return home to her parents and leave her sable companion, but she declares that the negro is her first and only love and that she will live with him. The father has had his eyes opened and is rather inclined to think less of his abolition doctrines. This practical application is distasteful.

EXPORTATION OF A CHURCH.—Among the cargo of the bark Holman, about to sail from New York for Liberia, is an article not often found in ship inventories, the pieces of a complete church edifice, 1200 in number, to contain six hundred worshippers. It is a present from Dr. Fyng's Sunday school to Bishop Payne, at Cape Palmas. When set up it will have cost \$5000.

It is a very easy thing to fall overhead from the lower deck of a Mississippi steamer. It is estimated that one thousand deck hands and deck passengers have been lost or rebound from the Mississippi steamers during the past year, independent of three hundred and fifty-nine lost by accidents to the boats themselves.

The funeral of a little orphan girl in these are of the Sisters of Charity at Wheeling, Va. was delayed for a day in consequence of the weather. In the meantime, while one of the Sisters was arranging something about the coffin the little girl raised up and asked for a drink of water. It is supposed that she was in a trance, and nothing but rain averted from her the horrible fate of being buried alive.

THE AMERICAN TRACT SOCIETY.—Notwithstanding the "pitt" which occurred in the American Tract Society last May, the receipts of the Society for the nine months ending December 31, have been \$73,174.40 more than in the corresponding months of the year.

Washington Items.

The Senate have re-elected Prof. Baehre and ex-Senator Badger Regents of the Smithsonian Institute.

The House committee on foreign relations are reported to be in favor of the claimants in the case of the privateer General Armstrong.

A special despatch to the New York Tribune says that the balance in the Treasury is reduced to less than three millions, and that an application for another loan bill will probably be made to Congress at an early day.

It is reported that the Republican caucus held Friday night at Washington, decided to oppose the admission of Oregon unless the restriction imposed by Mr. English's bill upon Kansas be removed.

Diplomatic.

Mr. Cass, late American Minister at Rome, took leave of the Pope, and presented Mr. Stockton as his successor, on the 28th of November. The Pope sent him next day a marble bust of himself as a testimonial of his regard.

A Washington correspondent of the Daily Times says that the President has sent to the Senate the nomination of Mr. Townsend Harris as Minister Resident in Japan.

The Richmond Enquirer says:—"We do not believe that the African slave trade will ever be opened, either legally or illegally, with the Southern States. There is not so far as we are informed, any respectable number of advocates, in any of the Southern States, to form the nucleus of a party likely to be productive of any result."

In 1790, the number of Banks in the United States was four, with an aggregate capital of \$1,036,000; in 1820 the number was 348, with a capital of \$137,000,000; in 1855 the number was 1,367, with a capital of \$332,000,000. The city of Boston is the principal market in the United States for the sale of cotton. There are at present some twenty houses in the trade, and in a good year the business amounts to some \$6,000,000.

The Loss of the Vanderbilt.

The New York Times gives the following account of the loss of this fine boat:—"At daylight they found the Vanderbilt stuck upon the west end of Fisher's Island, within eighty rods of the point. Had the Vanderbilt gone that distance further nothing could have saved her from going to pieces immediately, and all hands would have probably perished, as this is the roughest part of the whole island, where the current from the ocean meets that of the sound, and large rocks project in all directions. Upon discovering how narrowly they had escaped almost certain death, a feeling of gratitude pervaded every heart. The pilots on reaching the shore made their way through the snow-drifts to the life-boat station, which providentially was within a short distance. The door was broken open, and a fire kindled in the stove. Meantime, Mr. David Crowley went to a hay-stack, and brought several armfuls of hay, which was scattered over the floor of the house, to absorb the moisture and render the place more comfortable for the women and children. Arrangements were now made for landing the passengers. Mattresses and bedding were brought from the steamer in large quantities, a fire spread over the floor. Provisions and fuel were also brought ashore, and by ten o'clock every person was safely landed, and comfortably housed in the government life station.

There was not a word of complaint from any passenger, male or female—the ladies in particular manifesting the utmost heroism throughout the trying scene. Capt. Frazee was the last man to leave the boat; by his calm and seamanlike manner he inspired confidence, and a willing obedience to every command, and his praise was everywhere celebrated among the passengers. When every person was safely ashore, Captain Frazee also left the steamer, and as he did so was greeted with three cheers by the passengers and crew. Impressed with gratitude for their deliverance, and for their comparatively comfortable condition, in one of the most terrific of storms, the passengers spontaneously engaged in prayer and singing of hymns, in which every one appeared heartily to join.

Mr. David Crowley, the freight clerk of the boat, (who, it will be remembered, was one of the only two persons saved in the steamer Lexington,) now volunteered, with four or five others, to go in search of assistance. The nearest farm house—that of Mr. Noyes—was three miles distant, but the dreadful severity of the storm, and the heavy snow-drifts, caused three of the number to give up before they had accomplished half the distance, and they returned. Mr. Crowley and his companion, however, succeeded in reaching Mr. Noyes's house, where they were most hospitably received, and a warm dinner was set before them, which they enjoyed with enhanced appetite after their tedious tramp. Mr. Crowley, who is now over forty years of age, and has always been engaged on the sound steamers, says he never before saw so terrific a snow-storm.

Having explained the situation of the ship-wrecked passengers, he made arrangements to have two ox-carts got ready to go to the beach after the women and children. Upon arriving at the point, the passengers landed it highly imprudent to attempt to remove them in the midst of such a storm, and a vote was accordingly taken to remain where they were for the night.

Additional bedding was now obtained from the steamer. Abundance of provisions were procured, also the necessary fuel to keep up a good fire. In this manner they spent the night. The house, however, which was apparently built to accommodate only an ordinary vessel's crew, was found inconveniently small when the passengers attempted to dispose of themselves for the night. A portion of the building was partitioned off for the use of the ladies, the gentlemen occupying the remainder and taking watch and watch to keep a good fire going. This house, like all the extensive portment works, was no doubt built by contract; the frame of the building was the best part of it, the sides being covered with slung nails upon slats, leaving numerous openings, through which the wind blew and snow drifted at pleasure, keeping up a refreshing state of ventillation. By the frequent stirring of the fire, and the addition of fuel every few minutes, a comfortable warmth was preserved. The captain, officers and crew slept on board the boat.

About one o'clock the Plymouth Rock passed down the sound, and lights were displayed with the hope of attracting the attention of those on board. The lights were noticed, but they knew nothing of the wreck until their arrival at Stonington. Early on Wednesday morning Mr. Noyes's ox-carts were set to work to carry the baggage and passengers to Westbury, where fishing smacks were obtained to convey them to Stonington. The United States revenue cutter Campbell arrived at the wreck, and sent a lieutenant on shore to inquire into the condition of the passengers.—They secured the two or three letter bags that were at the house, and departed. If the accounts of some of the officers are correct, there was no offer of assistance made, and no particular solicitude manifested in behalf of the unfortunate passengers. They were all safely transported across the island, and carried to Stonington by the fishing smacks. At Stonington an express train was put at their service, and passengers and baggage were sent forward, and reached Boston at a late hour on Wednesday night.

The vessel is valued at about \$50,000 and is not insured. She had just been repaired at a great expense. She is eleven years old, and has probably conveyed more freight and passengers over the route than any other boat on the line. A schooner has been sent down with all the appliances necessary to save the machinery and in future of the boat. Capt. Store of the Plymouth Rock visited the scene of the disaster in his steamer, and afterwards made arrangements to have the cargo unloaded.—It will be saved in good condition, unless very stormy weather comes on, and sent to its destination from Stonington. The Plymouth Rock and the Commodore will now form the line for the winter.

A resolution, recently offered in both branches of the Arkansas Legislature, in relation to the re-opening of the African slave trade, was laid on the table, only 2 Senators and 15 Representatives voting in the negative.

The Philadelphia Gazette says, there is a very large and steadily increasing German population in that city.

Congress.

Friday, Dec. 7.  
The Senate disposed of a good deal of routine business and received a number of petitions and resolutions. The Pacific Railroad bill coming up, Mr. Trumbull replied at length to Mr. Iverson's violent speech on Thursday. Mr. Shields favored the northern route to Puget's Sound. Mr. Doak moved an amendment, appointing a Board of three Engineers to survey the three routes and report upon the capabilities of each, and opening alternate sections of land on the route selected under the Homestead law to actual settlers.

In the House, a bill in favor of relief to the Armstrong claimants was reported by the committee on Foreign Affairs. Mr. Phelps reported the Fortification Appropriation bill. Mr. Jones, of Tennessee, offered a resolution of inquiry respecting the bogus Agricultural Convention, now sitting in Washington, which was passed. In Committee the House passed eleven private bills.

THREE DAYS LATER FROM EUROPE.

ARRIVAL OF THE AFRICA.  
New York, Jan. 9.

The royal mail steamship Africa, from Liverpool Dec. 25th, arrived at 7 p. m.

The Arago, from New York, arrived at Southampton Dec. 23d.

The Africa, in coming up the bay, went ashore on Wind Flats, but got off soon after and reached her dock at 8 p. m.

She passed on the 26th, off the Skerries, steamer Europa for Liverpool; 28th, lit. 51 23, Jan. 15, steamer City of Washington for Liverpool.

The American bark Celestia, Capt. Hovess, from Malaga for Messina, arrived at Gibraltar Dec. 14th, with loss of bowsprit and considerable portion of rigging, having been in collision 60 miles off Madeira with steamer Great Britain for Australia.

The American bark Southerner, Capt. Clifford, from New York for Marseilles, arrived at Gibraltar on Dec. 13th. In lat. 37 30, lon. 40 10, picked up the master and five men of the American bark Kate Wheeler, which was abandoned in consequence of a serious leak; the remainder of the crew was taken up by a British bark bound from Bombay. The Kate Wheeler was from Genoa for Boston with a cargo of marble.

MARRIED.

In Pawtucket, 5th instant, Mr. John P. P. Lawton of Providence, and Miss Leola Eleanora Miller of Pawtucket.

In Woonsocket, 2d instant, Mr. George Carter and Miss Emma Carter, both of Woonsocket.

In Blackstone, 1st instant, Dr. George W. Jencks of Woonsocket, and Miss Martha A. Hunt, daughter of G. W. Hunt, Esq., of Blackstone.

In Fall River, 6th instant, by Rev. Eli Thurston, Mr. Willam B. Maxwell, printer of Providence, and Miss Sarah C. Wrightington of Fall River.

DIED.

In Middletown, on Sunday, the 3th inst., Mrs. Sarah Dennis, widow of the late Isaac A. Dennis, aged 67 years.

A funeral will take place from her late residence, on Wednesday, at 1 o'clock.

In Providence, on the 5th instant, Mr. William Holroyd, in the 80th year of his age.

In Providence, 7th inst., Mary Eliza, daughter of William and Diana French, aged 17 years; 6th instant, Charlotte Elizabeth, second daughter of John and Eleanor Marshall, Jr., aged 3 years and 4 months.

In Pawtucket, 2d instant, Mrs. Ann Jones aged 75 years.

In Ceylon, Oct. 25th, Rev. W. H. Donham, President of the Baptist College at Serampore.

In Troy, 1st instant, Mr. Francis Adams, aged 85 years. He was born in France March 14, 1774; came to this country in 1793; settled first in Massachusetts, and served an apprenticeship as a printer with Isaiah Thomas, in Worcester, worked as a compositor in Thomas's printing office on the Boston Patriot published in this country. He went from Troy to Charleston, S. C., and was engaged in mercantile business there for nine years. In 1833 he went to Lansingburg, where he established the farmers' register, with which, three years afterwards, he moved to Troy, where he continued the same until 1851.

New this Morning.

PARMA AUCTION.  
On Rhine Island.

Will be sold at public auction, (in lots, or otherwise, as may suit purchasers,) on the premises, Thursday, Jan. 13th, inst., at 11 o'clock, A. M., (if fair, not the next fair day) the farm belonging to the subscriber, situated in Portsmouth, N. H., (on Quaker Road, so called,) containing about 20 acres, and well supplied with ever-living water, and has a house, barn, crib, &c., thereon. It commands one of the most extensive and beautifully picturesque views of the Bay and its surroundings, that the Island affords—overlooking Narragansett Bay on the East and West sides of the Island, and Mount Hope Bay on the North, and a magnificent view of Mount Hope and the cities of Fall River and Providence, the towns of Bristol, Warren and E. Greenwich, and villages along the Bay, as well as most of the Islands therein. Said farm is located about half a mile from the shore on the east and west, and is convenient for sailing, fishing, and bathing. Conditions liberal. For particulars inquire of the subscriber, or Wm. Parker, Auctioneer, in Portsmouth, or of Geo. C. Munson, Real Estate Broker, Newport.

BODDEN CHASE.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

CLERK'S OFFICE, SUPREME COURT,  
Jan. 9th, A. D., 1859.

NEWPORT, S.  
McKENNA, Eliza McMillen, of Fall River, in the county of Newport, has filed in this office her petition, for certain reasons therein contained, praying the Court, to pass a decree dissolving the bonds of matrimony now subsisting between her and her husband, William McMillen, notice is hereby given to said William McMillen, that he is bound to appear before said Supreme Court, to be held at Newport on and for the county of Newport, on the 3d day of January, A. D., 1859, to show cause (if any he hath) why said petition should not be granted.

JOHN W. DAVIS, Clerk.

AMERICAN HOUSE, BOSTON.

IS the largest and best arranged Hotel in the New England States; is centrally located, and easy of access from all the routes of travel. It contains all the modern improvements, and every convenience for the comfort and accommodation of the travelling public. The dining rooms are large and well ventilated; the suites of rooms are well arranged, and comfortable furnished for families, and large tramping parties, and the house will continue to be kept as a first class hotel in every respect.

LEWIS RICE, Proprietor.  
Boston, Jan. 7th, 1859.

SADLER and MISSES, for sale by  
F. LAWTON & BROTHERS.

TELEGRAMS  
TO THE  
NEWPORT DAILY NEWS.

The Kansas Troubles.  
New York, Jan. 10. The troubles in Kansas continue to excite the Administration considerable anxiety. A special messenger has arrived from the Territory, who reports that Montgomery and Brown, with their partisans, were determined on making a desperate stand.

The action of the Missouri Legislature in calling out volunteers to be used against them had caused a great deal of exasperation and was likely to result in a bloody civil war. This interference of Missouri is much deprecated in influential quarters in Washington, and it is considered the duty of the President to take measures to prevent it. An extra Cabinet meeting to discuss the matter was held on Saturday night, but the course of action resolved upon has not yet transpired, though it is considered that the interposition of government troops will be ordered.

Weather Report, Jan. 10.

ISLAND POINT. Thermometer 55 below.  
PORTLAND. Therm. 17 below.  
ELLENBORO. Thermometer 20 below.  
FRANKFORT. Thermometer 40 below.  
EASTPORT. Thermometer 12 below—snowing and blowing.  
BANGOR. Thermometer at sunrise 26 below; at 11 o'clock 17 below.  
MONTREAL, Vt. Thermometer 21 below.  
BRATTLEBORO. Thermometer 20 below.  
BURLINGTON. Thermometer 32 below.  
HOUSE'S POINT. Thermometer 38 below.  
RUTLAND. Thermometer 27 below.  
BELLows FALLS. Thermometer 15 below.  
ST. JOHNSBURY. Thermometer 30 below.  
BARTON. Thermometer 33 below.  
WELLS RIVER. Thermometer 25 below.

Marine Journal.

EP Pilots, fishermen, and others, speaking vessels coming into or in the outer or inner harbor, will confer a favor by reporting them at the office of the News.

PORT OF NEWPORT.

MONDAY, Jan. 10th.

ARRIVED SINCE OUR LAST.

SCHOONERS  
Ellen Perkins, Push, Norfolk, of and for New Haven. (See Marine Items.)

Tremont, French, Providence, of and for Baltimore.

Brown Stone, Steib, Providence, for New York.

Paragon, Oddy, Elizabeth port.

Solence, Gladding, New York of and for Bristol.

William C. Marshall, (3 masts,) not known.

Neptune, of Northport, Davis, Elizabeth port, for Fall River.

Nothing sailed—wind N—blowing heavy.

IN PORT.  
BARK  
Henry Warren, (not "Kepler") Chase, Thimblechole for Providence.

SCOUTERS  
Grace Girdler, G. Giraffe, John Wesley, Junction, Eleanor, Edward Everett, Citizen, Eva Belle, cyph, Sarah A. Falconer, all previously reported.

SLOOP  
Harvest, Corwin, Providence for New York.

\*A six schooner in outer harbor, unknown.

MEMORANDA.

Cleared at Mobile, 24th, scho. N. Hassard, Burdick, Frankin, La.

Cleared at New York, 8th, sloop Rienza, Briggs, Bristol.

DISASTERS &c.

Ship St. Peter, of Sarin, N. Y. for New Orleans before reported, in collision with brig Sarah, lost 100 tons, foremast, foremast, and a large portion of her cargo, and was compelled to turn overboard part of her cargo to keep her from sinking. The next day the weather proving favorable, captain Sarin was enabled to stop the leak, and thereby succeeded in getting into Charleston. The Sarah was so badly injured that Capt. Gibbs and crew were compelled to proceed on in a sinking condition, and abandoned on board the St. Peter, in which vessel they reached Charleston. The brig had a cargo of molasses. The disaster occurred on the night of Dec. 30, in lat 36 lon 74 20.

The storm of the 4th was very severely felt, at Rockland, Me. In the latter part of the afternoon ship Maria Farow broke from her fastenings at Atlantic wharf and went ashore on the rocks of the ship Yarn, between the Atlantic wharf and the Maine Railway, where she lodged, but was got out in the evening and brought to the wharf. She was full of water the next morning. The scho. Gentile also went on shore in the afternoon, near the side of the Old Steam wharf, but was not severely damaged, and was got up to the wharf a little six weeks beyond, and secured. The scho. Benga broke her breast fasts and heeled off, but was kept at her berth.

Scho. Maria, from Boston, from Philadelphia, of and for Portland, was run into 3d instant, at 3 A. M., off Mount French, by an unknown scho., and had bowsprit carried away, and was damaged, and received such other damages as to render her unable to proceed further. She therefore anchored near the beach, and after proceeding to Hyannis Port, where she now lies. Her captain left for Portland 4th inst.

Barque Crusoe, Weston, which sailed from Boston, 5th inst., for New York, on the same night, came in contact with scho. Farnes (not Farnes, as before reported), at Hyannis, Capt. Dow, from Elizabeth port for Boston with mail, sank here. The Crusoe lost bowsprit, main yard and foretopmast mast. Was towed to God ton morning of the 7th, by steamer K. B. Forbes.

Ship F. Haven, of Boston, when 30 miles S of South Shoals, passed a lot of shoals, many pines, ash, oaks, two boats, both green, many ducks outside, and many a small white struts around them, and part of a vessel's rail.



## Medicines.

## THE LIVER

**THE LIVER**  
INVIGORATOR.  
PREPARED BY DR. ANFORD.

**Compounded Entirely from** *Quinine*  
**I**s One of the best Purgative and Liver Re-  
 medicines now before the public, that  
 is as Cathartic, easier, milder, and more ef-  
 fectual than any other medicine known, be-  
 ing not only a Cathartic, but a Liver remedy,  
 acting first on the liver to eject its morbid con-  
 tents, then on the stomach and bowels to re-  
 move off that matter, thus accomplishing re-  
 sults effectually, without any of the pain-  
 ful feelings experienced in the operations of  
 Cathartics. It strengthens the system, and  
 at the same time that it purges it; and when  
 daily in moderate doses, will strengthen

[illegible][illegible]

Wonders pleasure in recommending this medicine for FEVER and ALLIGATOR BITE. CHILDREN in all cases of the BILIOUS STOMACH. It is so effective and pleasant, that it is a wonderful virtue.

All who use it are giving their most most testimony in its favor.

EF Mix Water in the mouth with a purgator, and swallow both together.

THE LIVER INVIGORATOR IS A SCIENTIFIC MEDICAL DISCOVERY, and is daily working cures, almost great to believe. It cures as if by magic.

The first dose giving benefit, and seldom more than one bottle is required to cure any of the Liver Complaint, from the worst Jaundice or Dyspepsia to a common Headache, all which are the result of a Diseased Liver.

Price one dollar per bottle.

SANFORD & Co., Proprietors, 345 B.

way, New York.  
**Wholesale Agents:**  
 Barnes & Park, New York; T. W. F.  
 & Sons, Philadelphia; M. S. Burr & Co.,  
 ton; H. H. Hay & Co., Portland; John

retailed by all Druggists. Sold also by

117  
HAZARD & CASWELL  
Joy to the Admirers of  
A FINE HEAD OF  
**RICH GLOSSY HAIR**  
Talk of beauty, it cannot exist without

**PROF. WOOD'S Hair Restorative.**—  
call the attention of all, old and young,  
to the fact that this is the only

back to its original color, gray hair—on the head of the bald with a luxuriant growth—removes the dandruff, itching, and all various eruptions—causes a continual flow of natural fluids, and hence, if used as a tonic,

...dressing for the hair, will preserve it, and keep it from falling to extreme old age in all its natural beauty. We call them the bald, the grey, or diseased in scalp, to it; and surely the young will not be the

The agent for Prof. Wood's Hair Restorative in New Haven, received the following:

Mr. Levenworth.—Sir: I have been troubled with dandruff or scurf on my head

more than a year, my hair began to come  
scurf and hair together. I saw in a  
Haven paper about Wood's Hair Restor-  
as a cure. I called at your store on the  
of April last, and purchased one bottle.

it, and I found to my satisfaction it was  
thing; it removed the scurf and the hair  
gan to grow, it is now two or three inches  
length where it was all off. I have con-  
fidence in it. I wish you to send me two

ties more by Mr. Post, the bearer of this. I don't know as any of the kind is used in this place. You may have a market for many of them after it is known here.

Yours with respect,      **RUFUS PRATT**

PHILADELPHIA, Sept. 9, 1877.  
 PROF WOOD—Dear Sir: Your Hair  
 restorative is proving itself beneficial to  
 me. The front, and also the back part of my

used but two-half pint bottles of your Medicine, and now the top of my head is well bed with a promising crop of young hair, the front is also receiving its benefit. I tried other preparations without success.

recommenda-  
tion, I can induce many to  
try it. Yours respectfully  
D. R. THOMAS, M. P.  
THE STAR OF THE SOUTH

**I**S the original Smoke and Gas Burner,  
is the only one which perfectly con-  
verts both.

IT is for sale, with a large assortment of cooking and par or stoves, copper, tin, iron ware, &c., &c., by  
J. B. LANGLEY, Jr., & Co.

**THE Life and Times of Sir Philip Sidney**  
with Portrait, for sale by  
49 C. F. HAMMETT, 3

**FOR Sale**—A neat variety of ornamental  
traces and shanks, at the 46722

wood early. Apply to ALFRED SMITH

of those large size heavy blue mixed white ribbed undershirts and drawers, some very heavy Quernsey frocks, comforters, buckskin and woollen mitt gloves, &c., at STEPHEN HAMMETT

**A** YACHT Voyage of Six Thousand Miles—Letters from high latitudes; being an account of a voyage in the schooner "Essex," 850 T. M. to Iceland, Jan. 1.

**WLOAKS** very cheap.—We will sell  
a stock of Wloaks at auction prior to

Also a few childrens' Cloaks and Engl. cheap.

**M**ALAGA Grapes, at **MASON**  
**N**EW Dates, Lemons, Oranges, Rais  
 and Nuts, just received, at **YOUNG**

Fruit store, corner Thames and Mill st.

